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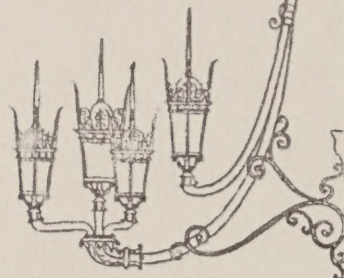
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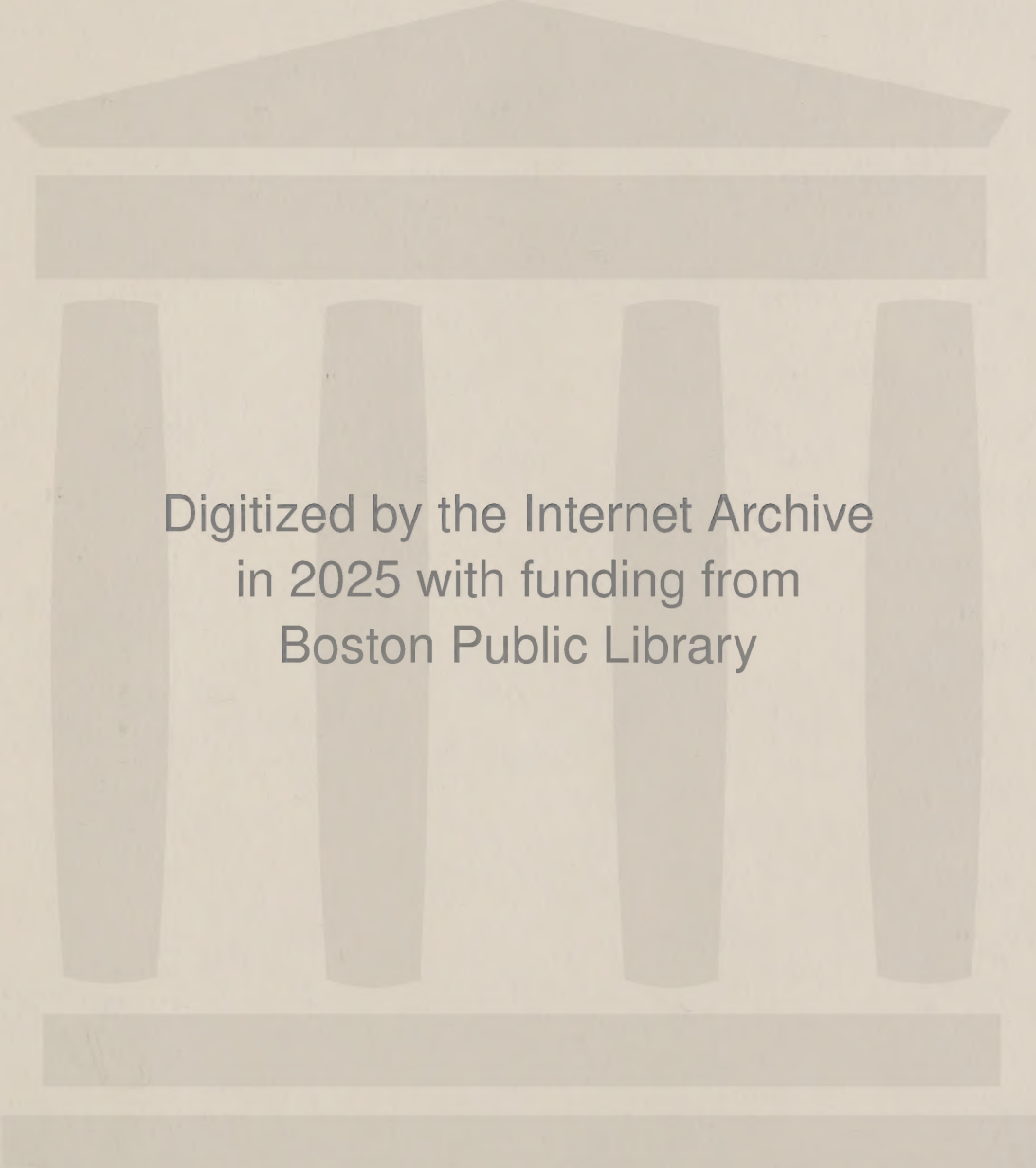
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6-2

APPLICATION FOR DESIGNATION
OF THE FINANCIAL DISTRICT CARD

CITY OF BOSTON

Kevin H. White, Mayor

BOSTON REDEVELOPMENT AUTHORITY

Robert L. Farrell, Chairman
Joseph J. Walsh, Vice Chairman
James G. Colbert, Treasurer
James K. Flaherty, Assistant Treasurer
James E. Cofield, Jr., Member
Kane Simonian, Secretary
Robert J. Ryan, Director

February, 1980
Amended July, 1980

M42

B65R

FD

Boston Redevelopment Authority

Robert J. Ryan, Director

July 2, 1980

Executive Office of Communities and Development
Attn: Secretary Byron Matthews
100 Cambridge Street
Boston, MA 02201

Dear Secretary Matthews:

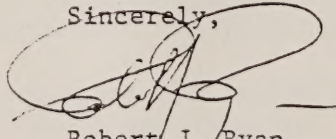
I am pleased to submit to you on behalf of the City of Boston, the amended Financial District C.A.R.D. Plan for your review and approval.

The original Financial District C.A.R.D. Plan was approved by you on February 25, 1980. The major plan change incorporated in this amended Financial District C.A.R.D. is a change in the C.A.R.D. boundaries which incorporates the building at 88-94 Pearl Street / 126-138 High Street within the C.A.R.D.

A minor change in the organization of the committee set up to review and comment on C.A.R.D. related projects has also been incorporated into the amended Financial District C.A.R.D. Plan.

I look forward to your timely approval of the amended Financial District C.A.R.D. Plan.

Sincerely,



Robert J. Ryan
Director

RJR:aa

Enclosure



Commonwealth of Massachusetts

Executive Office of Communities and Development

Office of the Secretary

100 Cambridge Street Room 1404 Boston, Massachusetts 02202 (617) 727-7765

Edward J. King, Governor
Byron J. Matthews, Secretary

July 2, 1980

The Honorable Kevin H. White
Mayor of the City of Boston
City Hall
Boston, Massachusetts 02202

Dear Mayor White:

We have received your request for approval of the Amended Financial District CARD Plan.

We note that the governing body on December 19, 1979 approved the above-mentioned plan as demarcating a Commercial Area Revitalization District. We further find, in accordance with the provisions of Chapter 40D (as amended by St. 1978, Chapter 495, Section 10) and of Chapter 23B (as amended by St. 1978, Chapter 499, Section 2) that:

1. The plan boundaries describe a predominately commercial geographic area;
2. That the plan's purpose shall be to prevent or avert and reverse the decay of the area covered by the plan;
3. That the plan will serve to avoid or correct the deterioration of an older commercial center resulting from the movement of commercial enterprises to previously non-commercial areas;
4. That the plan describes the area and sets forth the development or redevelopment, including public improvements, proposed to carry out the purpose of the plan.

We note that a public hearing was duly advertised and held on December 18, 1979. We find that these hearings and advertisements afforded ample opportunity for public comment and satisfy the hearing requirements of Section I. (4) of the Rules and Regulations for securing CARD Plan approvals.

We further note that the Boston Redevelopment Authority will be the overseeing agency for implementation of the CARD Plan.

Therefore, we hereby approve the Amended Financial District CARD Plan.

Sincerely,

Byron J. Matthews
Secretary

Executive Office of Communities
and Development

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Boston Redevelopment Authority

Robert J. Ryan, Director

February 19, 1980

Secretary Byron Matthews
Executive Office of Communities and Development
100 Cambridge Street
Boston, MA 02201

Dear Secretary Matthews:

I am pleased to submit to you on behalf of the City of Boston the Financial District CARD Plan for your review and approval.

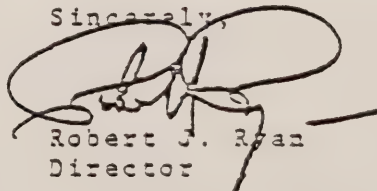
The Financial District CARD encompasses the older commercial area of Boston's financial center and includes the Customs House Historic District.

There are many fine examples of mercantile architecture in the Financial District CARD which reflect the development of Boston as a port and financial center.

The Financial District CARD Plan and the development incentives available through the CARD Program will enable the city to encourage the rehabilitation of many of these buildings for new and exciting uses and protect the City's architectural heritage and character.

I look forward to your timely adoption of the Financial District CARD Plan.

Sincerely,



Robert J. Ryan
Director

RJR:aa

Enclosure



Edward J. King, Governor
Byron J. Matthews, Secretary

Commonwealth of Massachusetts

Executive Office of Communities and Development

Office of the Secretary

100 Cambridge Street Room 1404 Boston, Massachusetts 02202 (617) 727-7765

February 25, 1980

The Honorable Kevin H. White
Mayor of the City of Boston
City Hall
Boston, Massachusetts 02202

Dear Mayor White:

We have received your request for approval of the Financial District CARD Plan.

We note that the governing body on December 19, 1979 approved the above mentioned plan as demarcating a Commercial Area Revitalization District. We further find, in accordance with the provisions of Chapter 40D (as amended by St. 1978, Chapter 495, Section 10) and of Chapter 23B (as amended by St. 1978, Chapter 499, Section 2) that:

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2. That the plan's purpose shall be to prevent or avert and reverse the decay of the area covered by the plan;
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4. That the plan describes the area and sets forth the development or redevelopment, including public improvements, proposed to carry out the purpose of the plan.

We note that a public hearing was duly advertised and held on December 18, 1979. We find that these hearings and advertisements afforded ample opportunity for public comment and satisfy the hearing requirement of Section I. (4) of the Rules and Regulations for securing CARD Plan approvals.

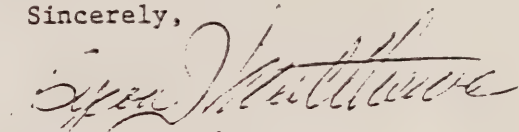
The Honorable Kevin H. White

February 25, 1980

We further note that the Boston Redevelopment Authority will be the over-seeing agency for implementation of the CARD Plan.

Therefore, we hereby approve the Financial District CARD Plan.

Sincerely,

A handwritten signature in dark ink, appearing to read "Byron J. Matthews", written in a cursive style.

Byron J. Matthews
Secretary

Executive Office of Communities
and Development

BJM/mb

APPLICATION FOR DESIGNATION
OF THE FINANCIAL DISTRICT CARD

CITY OF BOSTON

Kevin H. White, Mayor

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February, 1980
Amended July, 1980

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2.0 CARD DESCRIPTION

2.1 Boundaries of the Financial District CARD

The boundaries of the Financial District CARD are as follows:

Beginning at the intersection of the northerly sideline of Chatham Street extended and the easterly sideline of Commercial Street;

thence turning southerly and continuing along the easterly sideline of Commercial Street to the intersection of said sideline and the northerly sideline of State Street;

thence turning easterly and continuing along the northerly sideline of State Street to the intersection of said sideline and the centerline of the John F. Fitzgerald Expressway;

thence turning southerly and continuing along the centerline of the John F. Fitzgerald Expressway to the intersection of said centerline and the extended northerly property line of Rowe's Wharf;

thence turning easterly and continuing along the northern property line of Rowe's Wharf to the intersection of said property line and the bulkhead and pierhead line of the northwesterly side of the Fort Point Channel;

thence turning southwesterly and continuing along the bulkhead and pierhead line on the northwesterly side of the Fort Point Channel to the intersection of said bulkhead and pierhead line and the southwesterly sideline of Congress Street;

thence turning northwesterly and continuing along the southwesterly sideline of Congress Street to the intersection of said sideline and the northwesterly sideline of High Street;

thence turning northeasterly and continuing along the northwesterly sideline of Pearl Street;

thence turning northwesterly and continuing along the northeasterly sideline of Pearl Street to the intersection of said sideline and the northwesterly property line of the lot numbered 88-94 Pearl Street/126-138 High Street;

thence turning northeasterly and continuing along the northwesterly property line of the lot numbered 88-94 Pearl Street/126-138 High Street to the intersection of said property line and the northeasterly property line of the same said lot;

thence turning southeasterly and continuing along the northeasterly property line of the lot numbered 88-94 Pearl Street/126-138 High Street to the intersection of said property line and the northwesterly sideline of High Street;

thence turning northeasterly and continuing along the northwesterly sideline of High Street to the intersection of said sideline and the southwesterly sideline of Oliver Street;

thence turning northwesterly and continuing along the southwesterly sideline of Oliver Street to the intersection of said sideline and the westerly sideline of Kilby Street;

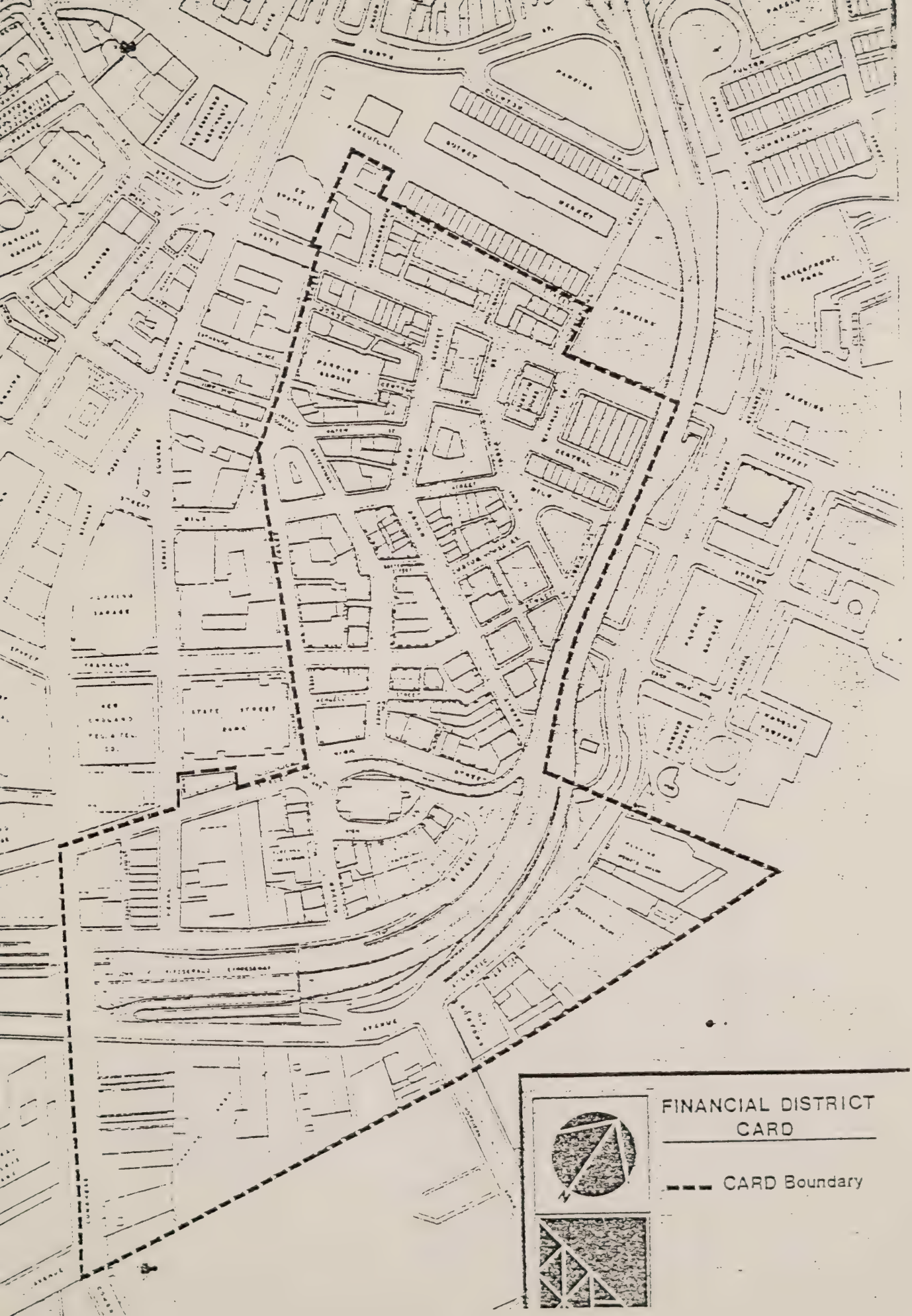
thence continuing northerly along the westerly sideline of Kilby Street to the intersection of said sideline extended and the easterly property line of the lot numbered 60 State Street;

thence continuing northerly along the easterly property line of the lot numbered 60 State Street to the intersection of said property line and the northerly property line of the lot numbered 1 to 6 Faneuil Hall Square and 24 to 36 Merchants Row;

thence turning easterly and continuing along the northern property line of the lot numbered 1 to 6 Faneuil Hall Square and 24 to 26 Merchants Row to the intersection of said property line and the eastern property line of the same said lot;

thence turning southerly and continuing along the easterly property line of the lot numbered 1 to 6 Faneuil Hall Square and 24 to 36 Merchants Row to the intersection of said property line and the extended northern sideline of Chatham Street;

thence turning easterly and continuing along the northern sideline of Chatham Street to the intersection of said sideline extended and the easterly sideline of Commercial Street and the point of beginning.





FINANCIAL DISTRICT
CARD

--- CARD Boundary

2.2 Land Use

The Financial District CARD encompasses approximately 1,488,600 square feet of land or 34.2 acres.

Of this total, 1,068,500 square feet (24.5 acres) is contained in approximately 200 legal lots and the remaining 420,100 square feet (9.7 acres) consists of a major segment of the Central Artery and all or part of the existing streets, sidewalks, and alleys included in the CARD boundaries.

Almost every building in the Financial District CARD contains some type of commercial enterprise and more than half are mixed use buildings that contain a combination of office/retail or warehousing uses.

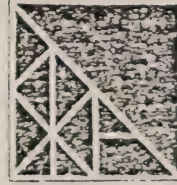
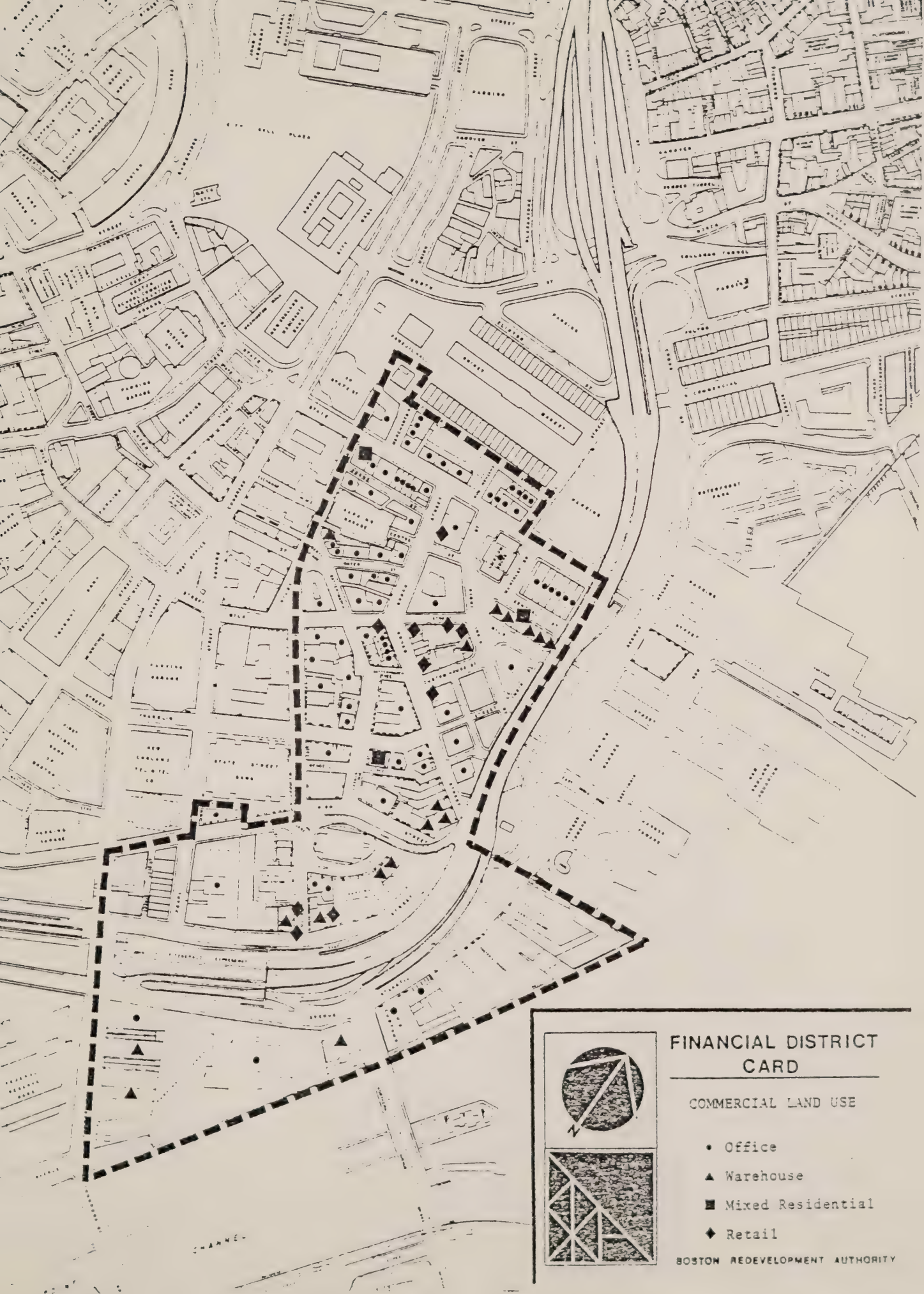
There is a very small residential population in the Financial District CARD, about 100 to 170 people, all of whom live in residential units that are above some type of ground floor commercial use.

The predominant land uses on the existing legal lots may then be calculated and added to the total area for streets, sidewalks, alleys, and squares as follows:

<u>USE</u>	<u>SQUARE FEET</u>	<u>% TOTAL SQ. FT.</u>	<u>ACRES</u>
Office	458,300	42.8	10.6
Warehouse	291,500	27.3	6.7
Parking Lots & Garages	289,300	27.0	6.6
Retail	9,400	1.0	0.2
Residential	8,000	0.8	0.2
Vacant	12,000	1.1	0.2
<u>Subtotal Lots</u>	<u>1,068,500</u>	<u>100%</u>	<u>24.5</u>
Streets & Sidewalks			
<u>Alleys & Squares</u>	<u>420,100</u>	<u>100%</u>	<u>9.7</u>
<u>Subtotal Streets</u>	<u>420,100</u>	<u>100%</u>	<u>9.7</u>
 TOTAL CARD	 1,488,600	 ---	 34.2

The three major commercial land uses in the Financial District CARD are office uses, warehousing and commercial parking facilities. Exclusive of the existing street system, they comprise 97% of the existing land use in the CARD.

Office uses are found throughout the CARD and more than half of the office buildings in the CARD contain ground floor retail uses. This combination of uses is found primarily in the northern portion of the CARD above the Central Artery and along main streets such as State Street, Broad Street, Kilby Street, Oliver Street, and Batterymarch Street.



FINANCIAL DISTRICT CARD

COMMERCIAL LAND USE

- Office
- ▲ Warehouse
- Mixed Residential
- ◆ Retail

BOSTON REDEVELOPMENT AUTHORITY



FINANCIAL DISTRICT
CARD

PARKING/VACANT LAND

P Parking Lot

PG Parking Garage

V Vacant Land

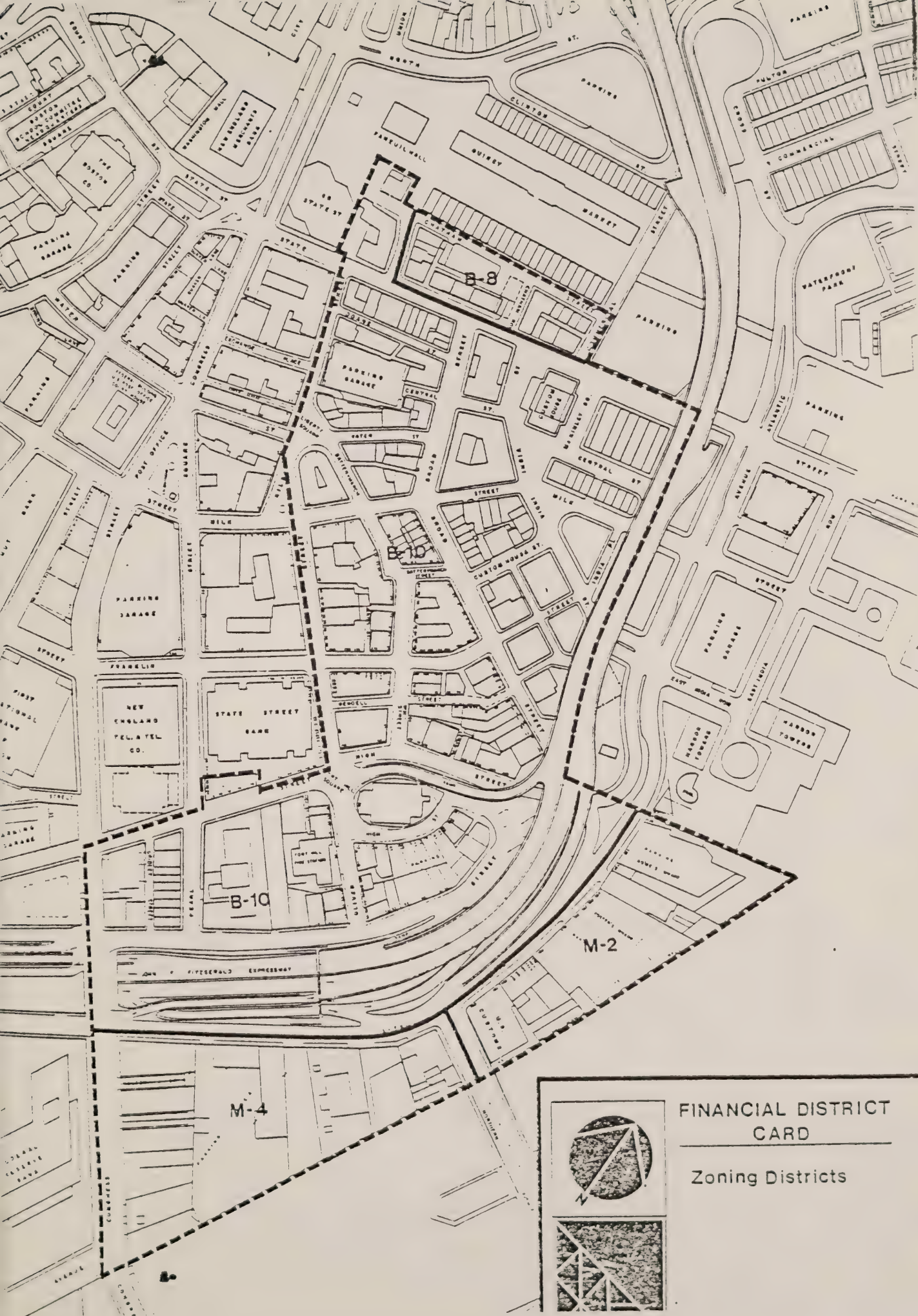
2.3 Zoning

The Financial District CARD encompasses all or part of two general business (B) districts and two light manufacturing (M) districts. The two general business districts, the larger B-10 district and the smaller B-8 district, contain the general types of land uses allowed in any major commercial center such as office buildings, retail stores, parking lots and garages, restaurants, and service related businesses.

The M-4 and M-2 districts are light manufacturing districts where, in addition to the general business uses outlined above, manufacturing and warehousing uses are also allowed.

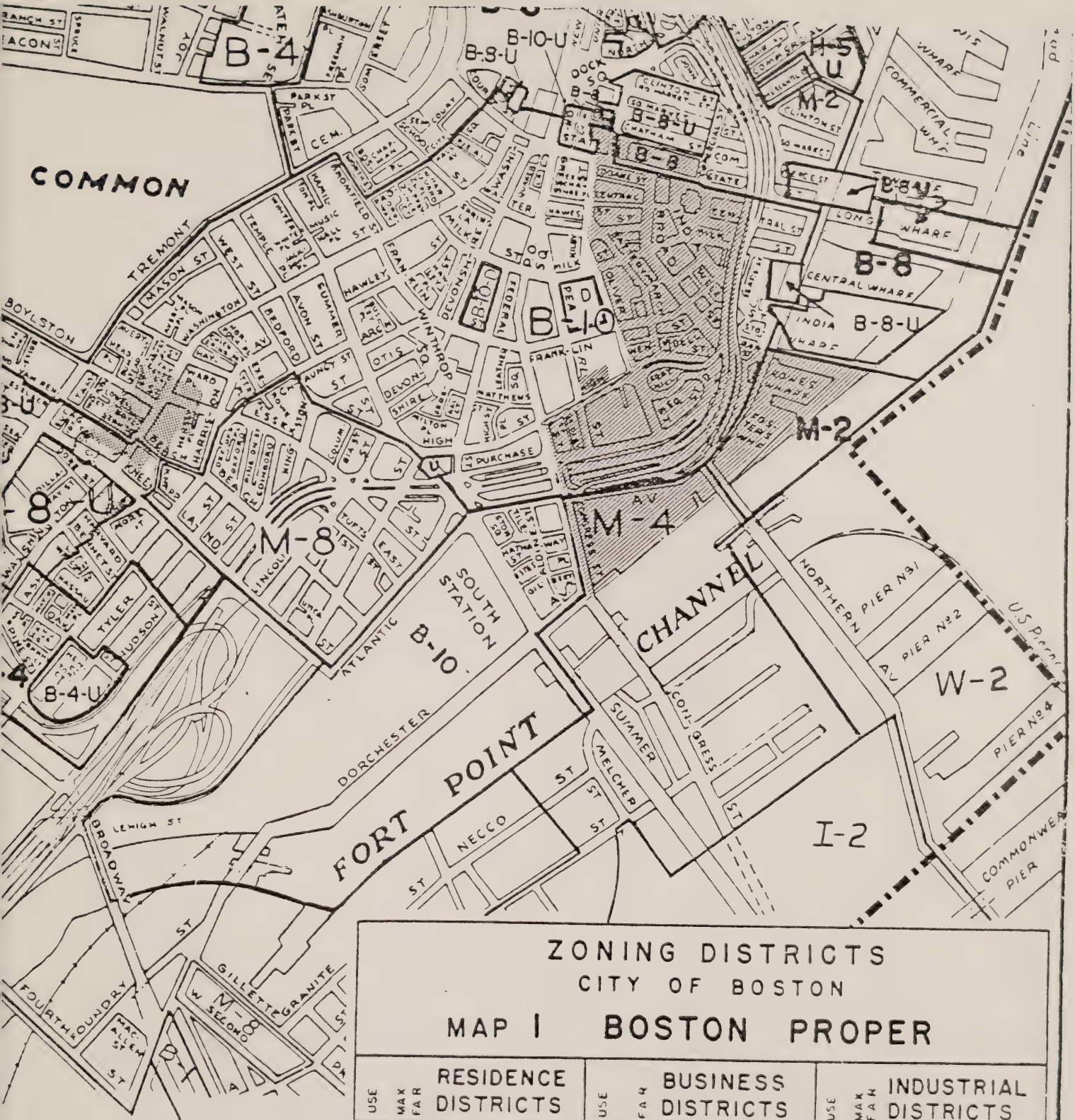
However, with the decline of Boston as a port and manufacturing center and the expansion of the office and service market in the City, the use of buildings in these two districts for manufacturing and warehousing purposes has all but ceased.

Instead, those buildings in these two districts that formerly housed manufacturing and warehousing uses are now in the process of being converted to professional offices and wholesale industrial uses that are primarily related to the furniture and graphic arts industries.



FINANCIAL DISTRICT CARD

Zoning Districts



ZONING DISTRICTS CITY OF BOSTON

MAP I BOSTON PROPER

USE MAX FAR	RESIDENCE DISTRICTS	USE FAR	BUSINESS DISTRICTS	USE MAX FAR	INDUSTRIAL DISTRICTS
S-3	SINGLE FAMILY	L-5	LOCAL RETAIL & SERVICE STORES	M-1	LIGHT MANUFACTURING
R-5	TWO FAMILY	1		M-2	GENERAL MANUFACTURING
R-8	3 FAMILY, APTS	2		M-4	
H-1		1	2 RETAIL BUSINESS & OFFICES	8	
H-2	APARTMENTS	B-4		I-2	WATERFRONT INDUSTRY
H-3		8			
H-4		10			
H-5					

ZONING DISTRICT BOUNDARY
 RESTRICTED PARKING DISTRICT BOUNDARY
 ADULT ENTERTAINMENT OVERLAY
 PREPARED BY THE BOSTON ZONING COMMISSION
 Scale in Feet: 0 400 800 1200
 INSTITUTIONAL DISTRICT OVERLAY

Date of Map August 15, 1962

adopted by the
ZONING COMMISSION

of the
CITY OF BOSTON

in meeting on Aug 15, 1962

Robert H. Shaw CHAIRMAN

ARTICLE 3

ESTABLISHMENT OF ZONING DISTRICTS

§SECTION 3-1. Division of City into Districts. For the purposes of this code the City is hereby divided into districts as follows: three classes of residential districts: S (single family), R (general), and H (apartment); two classes of business districts: L (local) and B (general); and three classes of industrial districts: M (restricted manufacturing), I (general) and W (waterfront); each of which is further subdivided into subdistricts identified by a number which represents maximum allowed floor area ratio and some of which have a second number which represents a height limit, as follows: (As amended on July 9, 1973.)

§(a) Residential Districts

S-.3	)	Single Family
S-.5	)	
R-.5	)	General
R-.3	)	
H-1-40	)	
H-1-50	)	
H-1	)	
H-2-65	)	
H-2	)	Apartment
H-3	)	
H-4	)	
H-5-70	)	
H-5	)	

(As amended on February 17, 1971, March 20, 1972, and February 28, 1973.)

‡ (b) Business Districts

L-.5	)	
L-1	)	Local
L-2-65	)	
L-2	)	
B-1	)	
B-2	)	
B-4-70	)	
B-4	)	General
B-8-120	)	
B-8	)	
B-10-155	)	
B-10	)	

(‡ As amended on February 17, 1971,
September 27, 1973, and October 22, 1974)

(c) Industrial Districts

M-1	)	
M-2	)	Restricted Manufacturing
M-4	)	
M-8	)	
I-2	)	General Industrial
W-2	)	Waterfront Industrial

‡The boundaries of these districts are hereby originally established as shown on a series of maps entitled "Zoning Districts City of Boston," dated August 15, 1962, on file in the office of the City Clerk, which maps, with all explanatory matter thereon, and all maps which, by amendment of this code, may be substituted therefore or made supplemental thereto shall be deemed to be, and are hereby made, a part of this code.

(‡As amended on May 26, 1972)

‡SECTION 3-1A. Special Purpose Overlay Districts. A subdistrict or part thereof or a contiguous group of subdistricts or parts thereof may be designated as a special purpose overlay district as follows: (a) planned development area (distinguished by the addition of the letter "D" to the designation of the subdistrict or subdistricts); (b) urban renewal area (distinguished by the addition of the letter "U" to the designation of the subdistrict or subdistricts); (c) adult entertainment district (distinguished by the addition of the letter "E" to the designation of the subdistrict or subdistricts); (d) restricted parking district; (e) flood hazard district or (f) institutional district. In an overlay district the regulations specified for the base subdistrict or subdistricts shall apply, insofar as they are not in conflict with special regulations specified for a particular overlay district.

‡Planned Development Areas. The whole or any part of a subdistrict may be established as a planned development area if such area contains not less than one acre and the commission has received from the Boston Redevelopment Authority a development plan, approved by said Authority after a public

‡This Section, inserted March 24, 1977, incorporates districts formerly described in Section 3-1. The first paragraph was subsequently amended on June 3, 1977.

hearing, for the development of the planned development area, singly or in connection with other planned development areas, provided, however, that no development plan shall be approved by said Authority unless said Authority finds that such plan conforms to the general plan for the City as a whole and that nothing in such plan will be injurious to the neighborhood or otherwise detrimental to the public welfare. Such development plan shall set forth the proposed location and appearance of structures, open spaces and landscaping, proposed uses of the area, densities, proposed traffic circulation, parking and loading facilities, access to public transportation, proposed dimensions of structures, and may include proposed building elevations, schematic layout drawings and exterior building materials, and such other matters as said Authority deems appropriate to its consideration of the proposed development of the area. To insure that no work proceeds other than in accordance with the development plan, no structure shall be erected, reconstructed, or structurally changed or extended in a planned development area unless all drawings and specifications therefor shall have been subjected to design review and approved by said Authority. The Building Commissioner shall not issue any building or use permit with respect to any building, structure, or land within a planned development area unless said Authority has

certified on the application therefor and on each and every plan filed with the Building Commissioner in connection therewith that the same is consistent with the development plan for such planned development area. Except as otherwise provided in Article 6A, planned development areas shall be subject to all the provisions of this code applicable to the subdistrict in which the area is located.

(‡As inserted on July 2, 1968)

‡Urban Renewal Areas. Upon application from the Boston Redevelopment Authority, the whole or any part of a subdistrict may be established as an urban renewal area if all land within such urban renewal area is the site of or for a low rent housing project, or a housing project for elderly persons of low income, or consists solely of land, including land under water, with respect to which an agreement has been entered into with said Authority establishing use and dimensional controls as specified in a land assembly and redevelopment, or urban renewal plan, as defined in Chapter 121 of the General Laws. Section 13-1 (except the maximum floor area ratio specified in Table B thereof), Section 13-2 and 13-4, and Articles 14, 16, 17, 18, 19, 20, 21, and 22 shall not apply to urban renewal areas; but except as otherwise provided in Article 6A, urban renewal areas shall be subject to all other provisions of this code applicable to the subdistrict in which the area is located.

(‡As inserted on September 7, 1967, and amended on July 2, 1968)

‡Restricted Parking District. A contiguous group of subdistricts or parts thereof may be established as a restricted parking district. Within a restricted parking district, off-street parking facilities including parking lots, parking garages, and parking accessory or ancillary to any use other than Use Items numbered 1 through 15 shall be conditional uses, which may be granted only in conformance with the provisions of Section 6-3A as well as Section 6-3.

(‡As inserted on September 27, 1973)

‡Adult Entertainment District. An adult entertainment district is an overlay district in which Use Items No. 34A and 38A (adult books and adult entertainment) are allowed, and in which the prohibition of moving or flashing signs in Section 11-2 does not apply.

(‡As inserted on November 27, 1974)

‡Flood Hazard Districts. The location of and regulations for flood hazard districts are set forth in Article 25 of this code.

(‡As inserted on March 24, 1977)

‡Institutional District. Notwithstanding the provisions of Table A of Section 8-7, in an institutional district the following uses are conditional uses in instances where they would otherwise be allowed under said Table A: any use listed under Use Item No. 16, 17, 20, 22A, 28, 29, or 30. Use Item No. 72, accessory parking, shall be a conditional use if the main use to which it is accessory is in existence at the time that new or additional parking spaces are applied for and if such main use is a use listed under Use Item No. 11, 12, 13, 13A, 14, 16, 16A, 17, 18, 19, 20, 22A, 28, 29, or 30.

(‡As inserted on June 8, 1977)

SECTION 3-2. Interpretation of District Boundaries. Where a district boundary is indicated on a map constituting part of this code as approximately following, or parallel to, the center line or side line of a street, highway, railroad right-of-way, or water course, such boundary shall be construed as following, or as being parallel to, such center line or side line. Where a district boundary is indicated on such a map as approximately following a lot line, such lines shall be construed to be said boundary. If no distance is indicated on such a map for a district boundary running parallel to the center line or side line of a street or highway, such dimension shall be assumed to be one hundred feet from such line or, if as determined by the use of the scale shown on such map it is at least twenty feet more, or twenty feet less, than one hundred feet, it shall be as so scaled.

2.4 General Physical Conditions

With few exceptions, all of the buildings in the Financial District CARD were built between 1810 and 1930 and most were built before 1900. The only notable exceptions to this are the 15-story office tower at 125 High Street, two public parking garages constructed and operated by the City, and the Fort Hill Fire Station.

All of these buildings are 4 to 10 stories in height and are characterized by brick granite exterior bearing walls, interior obstructions such as load bearing walls, columns, etc., and less than adequate building systems such as window air conditioning, and old plumbing, lighting, and electrical systems.

The type of space found in these buildings is classified as type B, C, or D office space depending on the level of modernization and upkeep that each building has received over time.

The area of the Financial District CARD bounded by High Street, Congress Street, the Fort Point Channel, and Rowe's Wharf shows marked evidence of blight and decay. This half of the CARD contains four large parking lots on the sites of demolished buildings, evidence of rotting piers along the channel, and while some of the buildings in the area have been upgraded to a certain extent, most are in poor condition given their size and age.

Those buildings that are occupied have received some upkeep, usually in the form of leasehold improvements by tenants but the existing building systems have not been improved to any great extent. As a result, many are partially vacant or have a great deal of underutilized space, and some have one or more vacant floors.

The northern half of the Financial District CARD, bounded by High Street, Oliver Street, Kilby Street, and Chatham Street, State Street, and the Expressway, contains the Custom House Historic District.

The National Register submission states that "The Custom House district is significant as an example of foresighted urban planning, by the Broad Street Associates, which allowed for the evolution of a district of commercial architecture reflective of a continually growing and prosperous mercantile Boston. The Federal style buildings on Broad and Milk Streets are the sole surviving examples of the planned efforts by Charles Bulfinch to create order for waterfront commerce. Building requirements were specified and adhered to for the sake of unity and the cohesive pattern of this development can still be observed. The small scale, mass and fenestration of the Federal style is particularly noteworthy in this district where later more monumental styles are interwoven".

It also states further that "The Custom House district is an architectural environment of great heterogeneity in form, scale, materials, and attitudes of development are reflected in the variety of plot

sizes and building scales. Yet, the transitions between the juxtaposed forms are successful. The broad base and height of the twentieth century Batterymarch Building does not disturb the solidity of the granite warehouses. The fanciful treatment of the many Italianate structures balances the reserve of the small Federal style brick buildings. A combination of textures and colors can be found in a single building such as those facing Water Street at Liberty Square, or in a complete streetscape such as Merchants Row. This variety when set upon an irregular street pattern creates many strong spaces of surprising contrast and a system of well defined vistas. This district of commercial architecture, which honors mercantile Boston is a delicately balanced yet successful mixture".

This area is characterized by blocks of buildings that were built around the same time, use of the same height, and have many complementary architectural characteristics that seem to knit the entire block together.

Most buildings in the Custom House district were built between 1810 and 1910, and average 4 to 10 stories in height. Most of the older blocks were built between 1810 and 1870, are 4 to 6 stories in height, and consist of a number of small individually owned lots.

The larger buildings average 6 to 10 stories in height and were constructed after the great fire of 1872 between 1870 and 1910.

Throughout all the reconstruction after the fire of 1872, the original winding and narrow street pattern was kept and new buildings were built on consolidated sites where more than one older building existed.

At present, while some vacant lots exist in this part of the CARD, primarily as parking lots, the majority of the buildings in the area are still standing and occupied in one way or another.

The condition of buildings in this part of the CARD will vary from structure to structure depending on building, age, ownership, the type of uses found in the building, and its previous maintenance history.

An exterior building survey on the existing conditions and status of 139 buildings in the Financial District CARD was completed in December of 1979.

The results of this survey are shown in the following building condition and building status tables:

BUILDING CONDITION

<u>CONDITION</u>	<u>NUMBER</u>	<u>% TOTAL</u>
Good	59	42%
Fair	61	44%
Poor	19	14%
	<u>139</u>	<u>100%</u>

BUILDING STATUS

<u>STATUS</u>	<u>NUMBER</u>	<u>% TOTAL</u>
Rehabilitation in Progress	2	1%
Recent Rehabilitation	15	11%
Major Code Violations	18	13%
No Apparent Changes	104	75%
	<u>139</u>	<u>100%</u>

The building condition survey indicates that 42% of the existing structures in the Financial District CARD are in good condition. This rating generally reflects the sound construction of these structures rather than the condition of the building systems. With the exception of the 15 buildings that have been recently rehabilitated and are included in this total, the remaining 44 buildings are primarily office buildings that are 50 to 70 years old and still need major upgrading of the existing building heating, plumbing, electrical, and air conditioning systems.

Sixty-one buildings (44%) in the CARD were estimated to be in fair condition. These buildings are concentrated in four areas of the CARD.

- o buildings once utilized for warehousing or light manufacturing uses on the lower end of Broad Street
- o older Class C office buildings around the Kilby Street garage
- o loft structures, most of which were constructed before 1890 along Purchase Street
- o buildings along the lower end of State Street adjacent to Quincy Market.

The 19 buildings (14%) in poor condition were concentrated in a three block area along Broad Street and Batterymarch Street.

In addition the survey also indicated that 38 buildings in the Financial District CARD are more than 50% vacant.

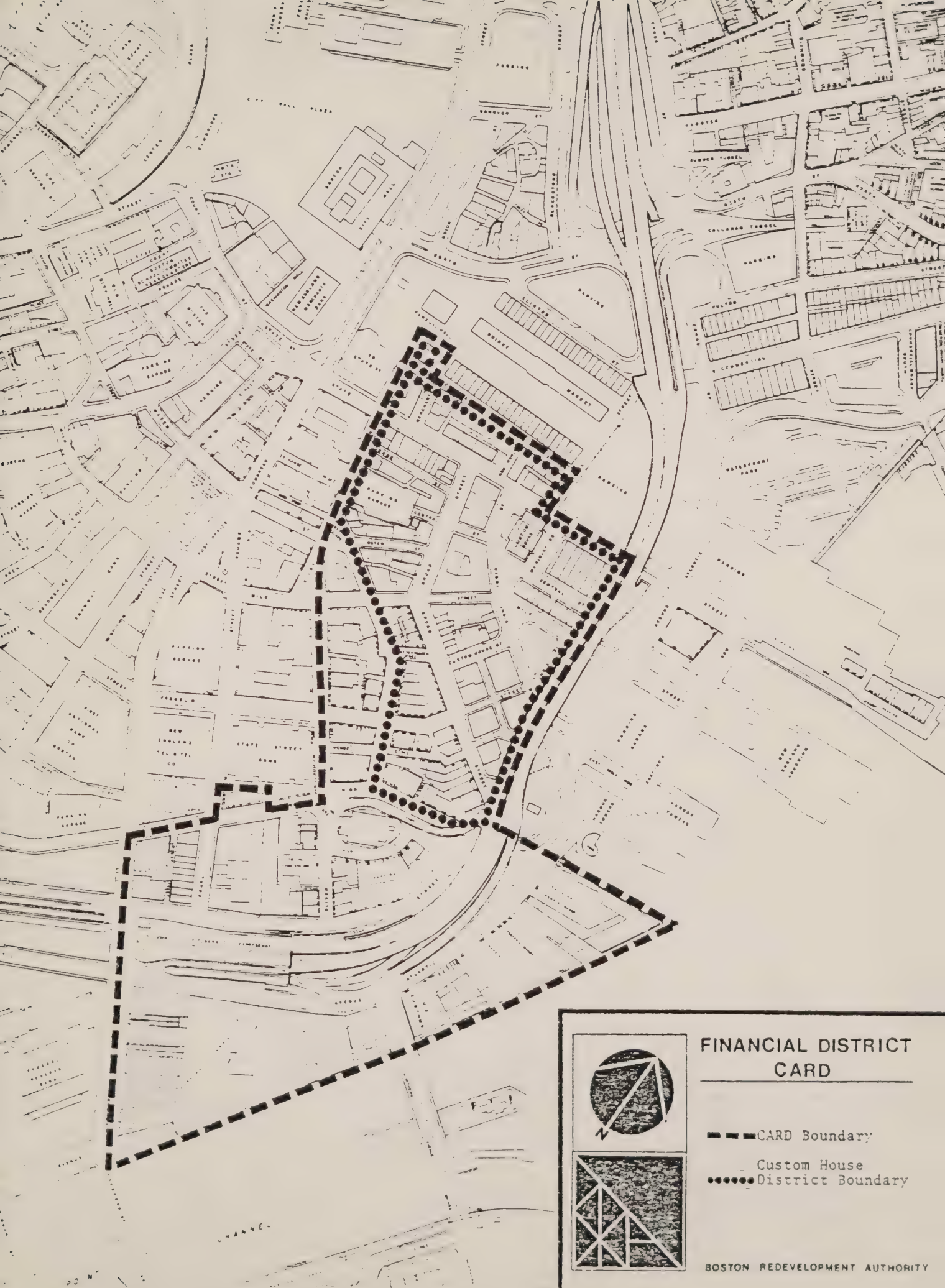
Most of the buildings in the Financial District CARD have certain characteristics in common. They are between 80 to 160 years old.

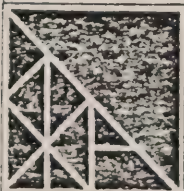
They are architecturally significant, they are subject to interior space limitations, and they have old building systems that must be upgraded.

What they don't have in common is their physical condition because that is dependent upon the uses in each building and the care and maintenance they have received over the years.

Despite all their drawbacks, there continues to be a market for this space because of the lack of new office space and the rising cost of such space when it becomes available.

The question is how to upgrade and rehabilitate these buildings to make them competitive in this market.



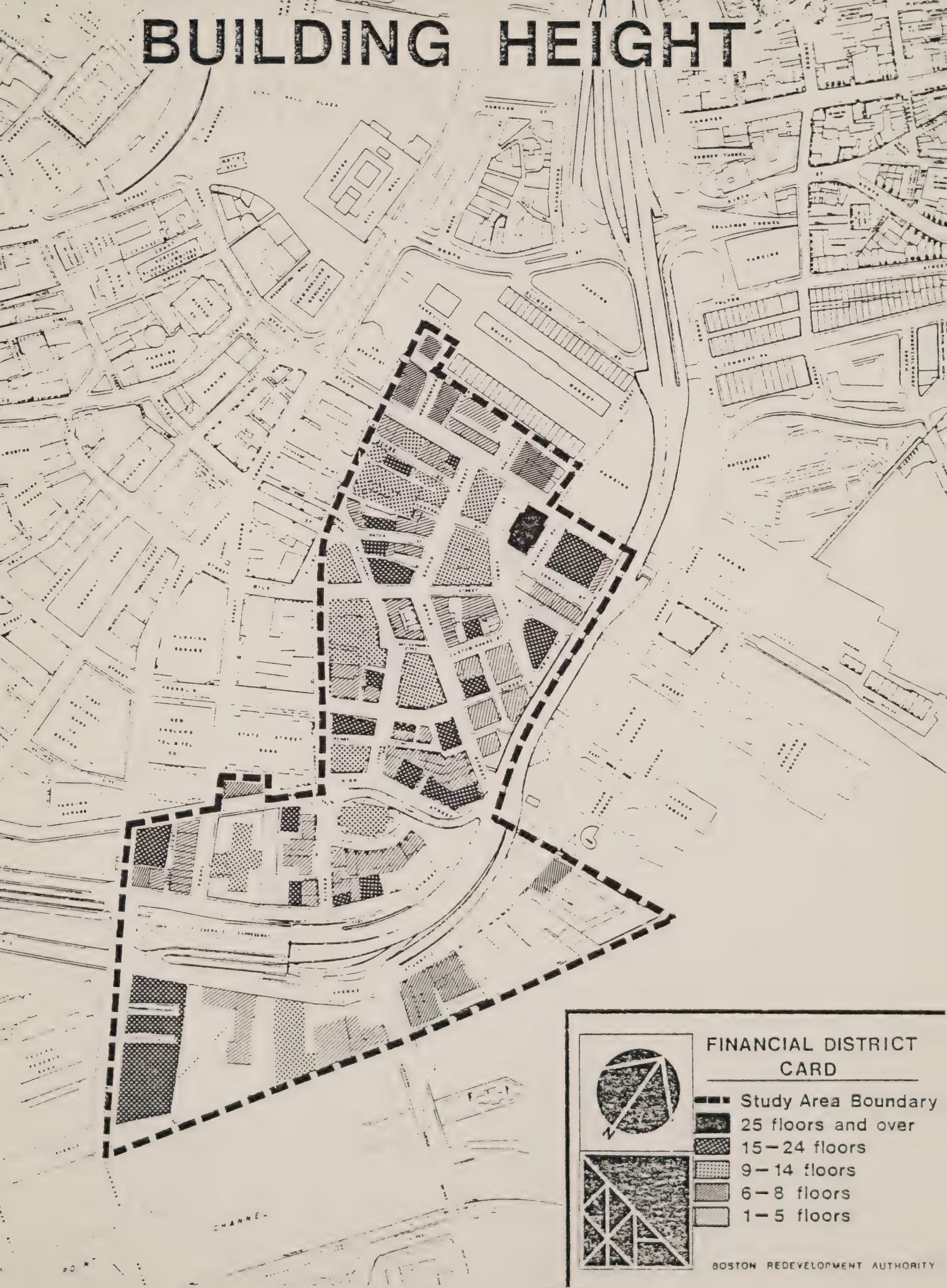


FINANCIAL DISTRICT CARD

- CARD Boundary
- Custom House
- District Boundary

BOSTON REDEVELOPMENT AUTHORITY

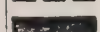
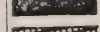
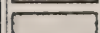
BUILDING HEIGHT



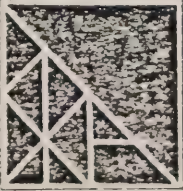
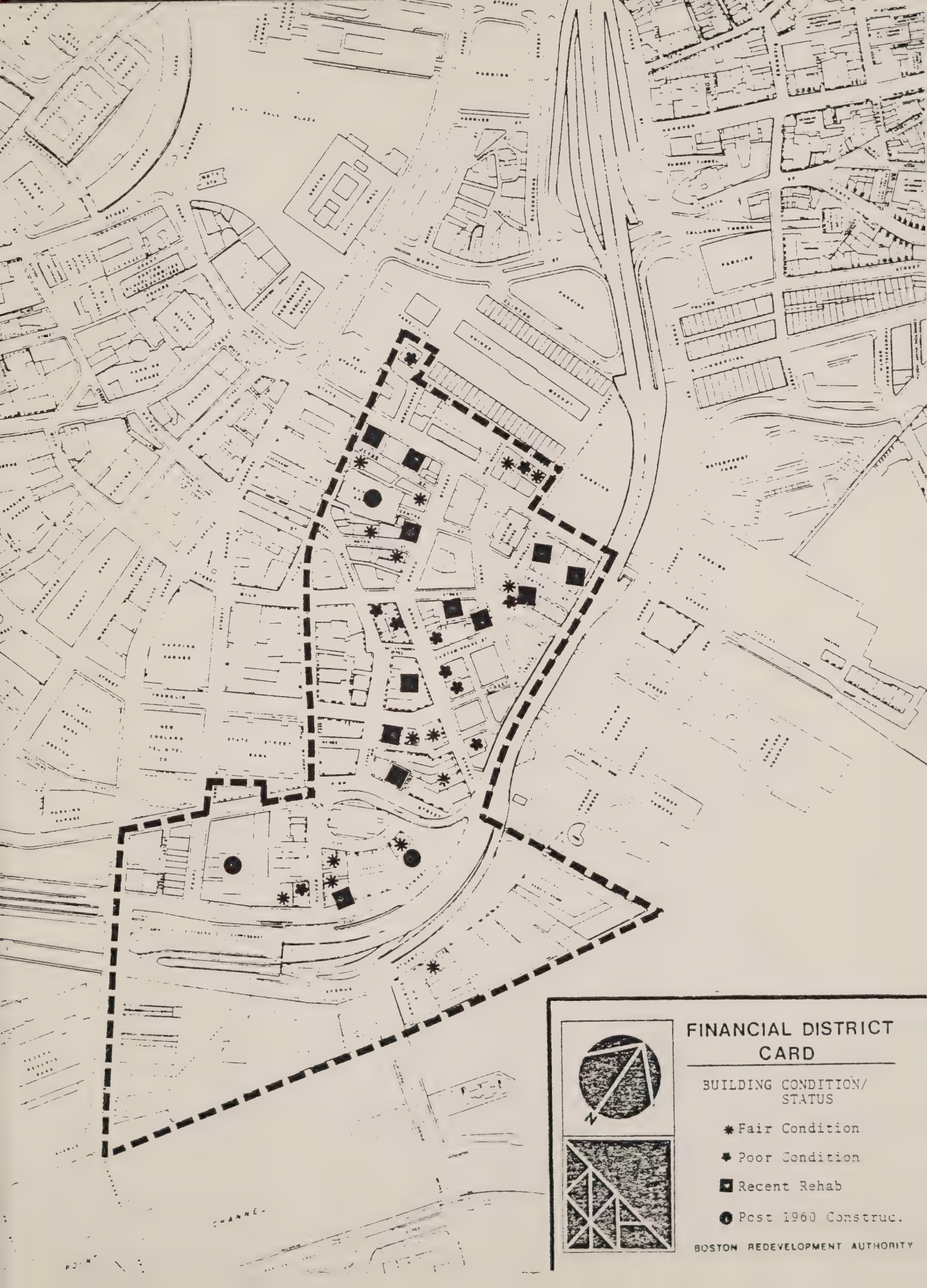
BUILDING AGE



FINANCIAL DISTRICT CARD

-  Study Area Boundary
-  Pre 1890
-  1890 - 1919
-  1920 - 1939
-  1940 - 1959
-  1960 - 1969
-  No Data

BOSTON REDEVELOPMENT AUTHORITY

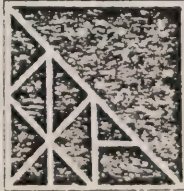
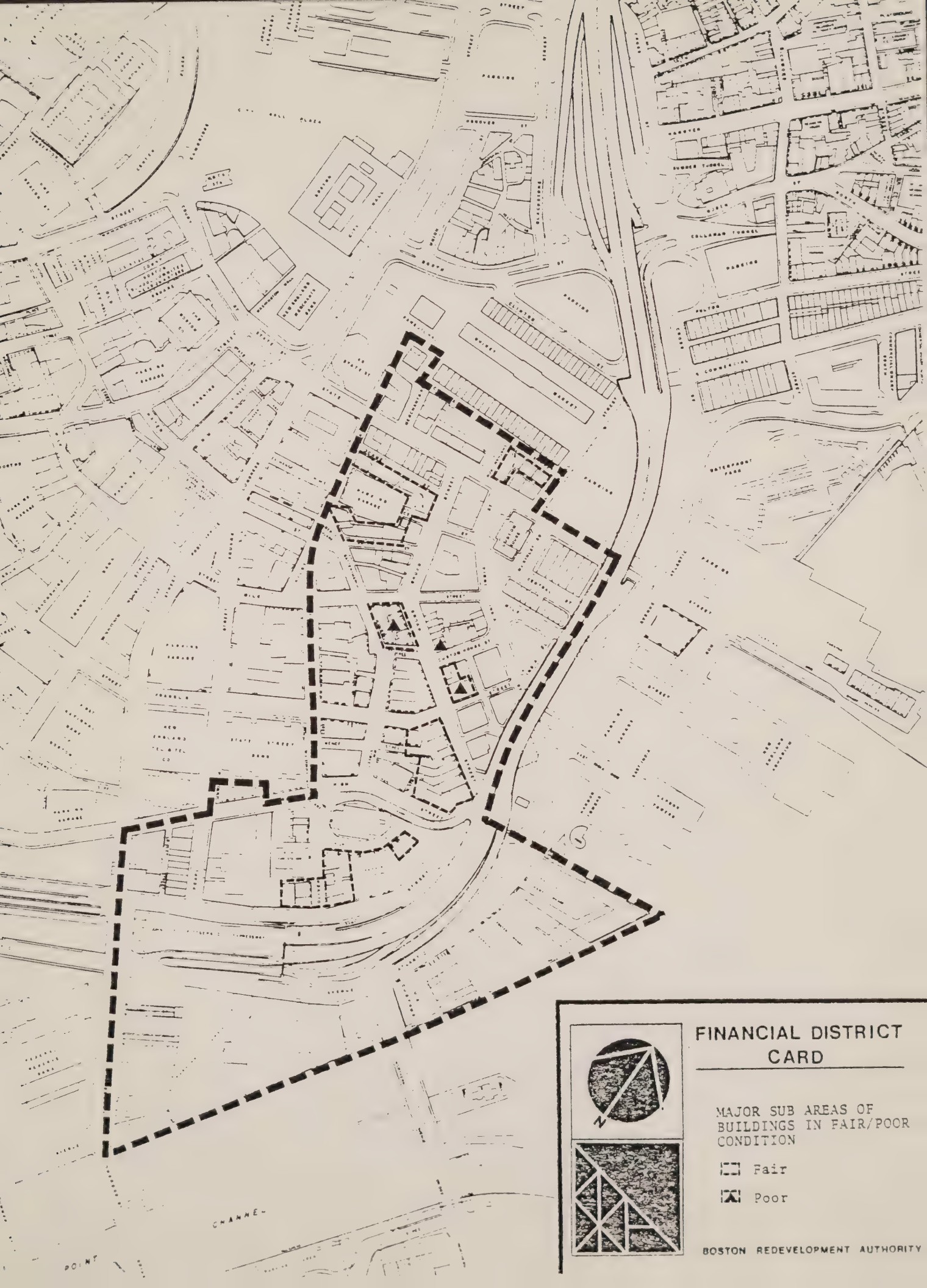


**FINANCIAL DISTRICT
CARD**

**BUILDING CONDITION/
STATUS**

- * Fair Condition
- ★ Poor Condition
- Recent Rehab
- Post 1960 Construc.

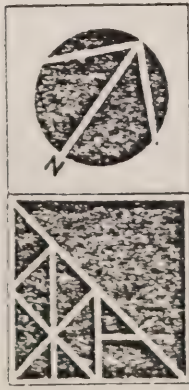
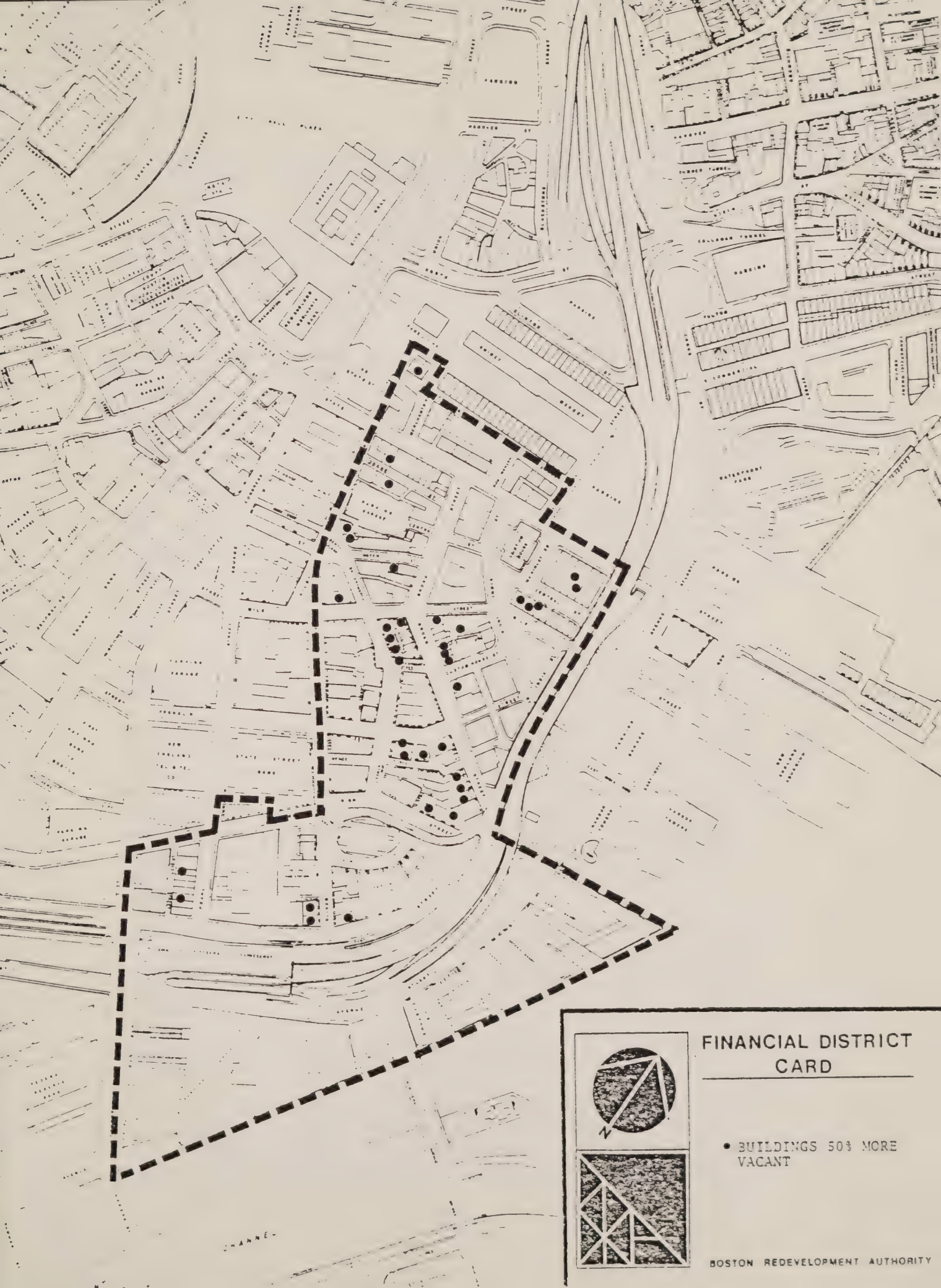
BOSTON REDEVELOPMENT AUTHORITY



FINANCIAL DISTRICT CARD

MAJOR SUB AREAS OF
BUILDINGS IN FAIR/POOR
CONDITION

-  Fair
-  Poor



FINANCIAL DISTRICT
CARD

• BUILDINGS 50% MORE
VACANT

BOSTON REDEVELOPMENT AUTHORITY

2.5 Marketing Conditions

For comparison purposes, all of the competitive office space in the City of Boston has been classified as Class A, B, C, or D type office space.

In the Financial District of the City, 66% of the competitive office space is located in Class B, C, or D type of office space.

Class A building space is built after 1960 or completely rehabilitated older space.

Class B space is defined as space in buildings constructed before 1960 where interior space has been continually maintained and is presently in very good condition. This space is generally characterized by modernized or excellently maintained lobby and access ways. Office space may or may not be modernized in the Class B category depending on lease arrangements between building owner and past or present office tenants.

Class C space is defined as space in buildings constructed before 1960 with only superficial and essential maintenance of office space, lobbies and hallways. Modernization of actual office space may have occurred in some instances, but, in general, the building is not (in qualitative terms) equivalent to a Class B building even though both buildings may be of the same age and construction type.

Class D buildings are buildings of similar age to Class B and C buildings but with no interior space modernization and little upkeep.

In the Financial District CARD, all of the office space is Class B, C or D type space. Since by definition, Class B, C and D office space is in buildings built before 1960, and for all practical purposes before 1930 in the Financial District CARD, these types of office space are usually characterized by smaller units of rental space in buildings with many interior obstructions such as load bearing walls, columns, etc., and less than adequate building systems, such as window air conditioners and old heating and electrical systems.

These physical conditions will obviously affect the size of the firms in each type of office space, the rents obtained for each type of office space, the terms of the leases signed, and the economic feasibility of operating the buildings in which each type of space is found.

This in turn will have a cumulative effect on the ability of each building to be marketed for new or expanded firms in the City.

Presently, rent levels in the Downtown are averaging \$12-15 per square foot for Class A space when it is available, \$10-12 for Class B space, and \$6-7 for Class C space. The overall vacancy rate for Class A space is 6%, for Class B space 11%, and Class C space 16%.

The average operating costs of buildings containing each of these types of office space can generally be defined as a percentage of the gross rental income and adjusted for vacancy rates.

For Class A and B type space actual operating costs are around 24% of gross rental income and for Class C space, operating costs are 70% of gross rental income.

At present, 13% of the office space in the Financial District, accounting for around 2,686,000 square feet, is Class B space, while 42% of the office space in the Financial District, amounting to nearly 8,733,000 square feet, is Class C space.

Over 90% of the Class B or C office space in the Financial District is located in the Financial District CARD.

The marketing problem in the Financial District CARD is then obvious. The owners of Class C space and to lesser extent Class B space must have some mechanism to obtain rehabilitation financing to upgrade these properties in order to attract and keep the small and viable firms that comprise the real estate market for the Financial District CARD. This mechanism is the use of tax exempt revenue bonds through the Financial District CARD Program.

There appears to be no other useful mechanism. Interest rates on rehabilitation financing are now around 13 to 14%.

The 121A program is not useful because of the limitations of the Section 6A contract. The City of Boston is presently looking for 25 to 30% of gross rent as an in-lieu-of tax payment for a commercial 121A project. This is equal to the present real estate tax burden of 31% of gross income for Class C space and more than the real estate tax burden for Class B space of 22% gross rent roll.

The use of UDAG or CDBG funds to leverage private investment is also questionable because of the high interest rates for private investment.

3.0 RATIONALE FOR DISTRICT BOUNDARIES

The Financial District CARD is bounded on all sides by land uses that are either legally or practically not eligible for CARD benefits.

On the northern boundary of the CARD is the Quincy Market complex, an enormously successful retail/office rehabilitation and renovation project that attracts over 2 million visitors a year and a parking lot.

The eastern boundary of the CARD is the John F. Fitzgerald Expressway from the Quincy Market area to Rows Wharf. These boundaries separate the CARD from the Harbor Towers residential complex and attached parking garage and the New England Aquarium.

The southern boundary of the CARD is the Fort Point Channel, while the western boundary of the CARD along Congress, High, Kirby, and Oliver Streets separates the CARD from the high rise spine of Class A office towers along Federal and Congress Streets from the Fort Point Channel to Government Center.

The boundaries of the Financial District CARD encompasses 90% of the Class B and Class C office space in the Financial District of Boston.

They include the Custom House District which has been placed on the National Register of Historic Places. It is the policy of the City and BRA to encourage the rehabilitation of existing buildings in this area wherever possible and/or feasible.

The boundaries of this CARD also include the Congress Street and High Street areas of the Financial District. This area is emerging as a major center for graphic arts, the furniture industry, architectural and professional services, and self-employed craftsmen. These types of users need and are looking for small to medium units of rehabilitated space in loft buildings that are presently partially vacant and under-utilized. The southern half of the Financial CARD contains a number of just this type of building.

The northern half of the Financial District CARD encompasses a great number of older and architecturally significant buildings that, if rehabilitated, will draw a number of new and expanding small professional firms into the center of the downtown. These firms cannot afford Class A space and, in fact, prefer rehabilitated older space if they can find it and it can be configured to meet their needs.

4.0 FINANCIAL DISTRICT CARD PLAN OBJECTIVES

The objectives of the Financial District CARD Plan are:

- (1) to provide a financing mechanism whereby existing Class D and Class C type commercial space in the Financial District can be upgraded and rehabilitated.
- (2) to provide the type of office space desired by new firms coming into the City and older firms wishing to expand in the City at rent levels that are affordable by such firms.
- (3) to encourage the rehabilitation and preservation of existing buildings in the Custom House district.
- (4) to promote infill redevelopment of vacant/blighted parcels in conjunction, where possible, with the renovation of historic structures in the surrounding area.
- (5) to provide for the complete rehabilitation of buildings in the CARD by the owner and discourage the process of tenant lease-hold improvements as a major rehabilitation mechanism for these types of buildings.
- (6) the appropriateness of selective development of new commercial buildings will be considered.

5.0 PLAN STRATEGY

5.1 Land Use and Design Controls

More restrictive land use and design controls, other than the present Boston Zoning Code and the project submission and certification procedures outlined in sections 7.0 and 8.0 of this plan, will not be needed to implement the Financial District CARD Plan.

Federal regulations pertaining to properties on the National Register of Historic Places require a Section 106 review of a development project which includes or abuts a property on the National Register only if federal funds are to be used to finance the proposed development project.

Under the Boston Zoning Code, the entire Financial District CARD is zoned either B for General Business or M for Restricted Manufacturing. All of those areas where manufacturing, office and professional uses might be found in the same building are zoned manufacturing, while all of those areas where office, retail and whatever small amount of residential uses might be found zoned general business.

Since the existing zoning is appropriate for each type of area the rehabilitation of structures in the Financial District CARD will not need exceptions or permits for conditional uses as a general rule.

Should a developer wish to propose a project involving a site of one acre or more that will require exceptions to the Boston Zoning Code, the Code provides for the creation of a Planned Development Area.

In order to establish a PDA, a complete development plan for the site must be prepared and submitted to the BRA for approval after a public hearing. The approved plan must then be submitted to the Boston Zoning Commission for its approval after a second public hearing before the BZC.

After the BRA and Boston Zoning Commission have approved the development plan for the PDA, any exceptions to the existing zoning code that are part of the plan must also be approved by the Zoning Board of Appeal after a third public hearing before SBA.

The BRA also requires that any developer in a CARD receive written certification from the Director of the BRA that the project proposed for the developer is:

- (1) located within the boundaries of the appropriate CARD; and
- (2) meets the objectives of the appropriate CARD plan.

In order to secure this certification, the developer must submit architectural and financial information to the Director of the BRA for design review and approval. The nature and type of project

related information to be submitted for proposed development projects in the Financial District CARD is outlined in Section 8.0 of this plan.

5.2 General Character of Development/Redevelopment

The general character of the development and redevelopment envisioned for the Financial District CARD is primarily the rehabilitation of existing older buildings in the CARD in general and the Custom House Historic District in particular.

Some low-rise new development may also occur on certain small infill sites, but such development is envisioned as being compatible in size and architectural form to the existing buildings in close proximity or in the immediate areas of the proposed new construction project.

The extent to which a certain number of buildings will be renovated in a particular time period cannot be specified with any degree of certainty because of the number of variables involved in creating such a rehabilitation project. These variables include the age and condition of the buildings, the terms of present leases and their expiration dates, and the number of tenants at will in any given building.

What is certain, however, is that a number of such renovations will take place because in the downtown in general 95% of the present leases in Class B and Class C space will expire before the end of 1983 and there is a larger market for renovated office space in the downtown area and especially in the Financial District CARD.

This demand is from small to medium sized firms, averaging 2,000 to 14,000 square feet, that are either looking to move into the City or wanting to expand their operations in the City. There will be no public land acquisition clearance, and/or disposition involved in the implementation of the Financial District CARD.

5.3 Federal/State Financial Incentives

One State and one Federal financial incentive will be used to complete the Financial District CARD Program.

The State financial incentive is tax exempt revenue bond financing available through the CARD Program. The Federal financial incentive is a 5-year accelerated depreciation available through the CARD Program appears to be the best, if not only, solution to the rehabilitated financing of Class B and C type space. The use of UDAG or CDBG funds to leverage private investment is only practical if the private investment is practical. Rehabilitation loan interest rates of 13 to 14% preclude using this approach at the present time.

The use of the 121A program also is impractical because of the statutory requirements of Section 6A that effectively determines the minimum tax payment. At the present time, the City of Boston policy on 121A tax payments requires a yearly tax payment for commercial projects using this program in the range of 25 to 30% of gross income. The present real estate tax costs on Class B or Class C buildings in the downtown averages 22% and 31% respectively the vacancy adjusted rental income for these types of buildings. The 121A program will also have no bearing on the costs of rehabilitation money.

The only financing program that will have an impact on the costs of rehabilitation financing is the use of tax exempt revenue bonds through the CARD Program. The use of this mechanism to rehabilitate the existing Class B and C type buildings in the Financial District fits well with the parameters of the revenue bond program in that:

- (1) Most Class B and C buildings can be completely rehabilitated up to Class A standards for much less than \$10 million.
- (2) Most Class C and B buildings are owned by realty trusts that do not have extensive holdings in the City or cannot afford to do more than one building at a time in a 6-year period.
- (3) Most Class B and C buildings can be completely vacated for rehabilitation quickly because of tenants at will and short terms of existing leases.
- (4) The use of tax exempt revenue bond financing will enable the developer of rehabilitated space to reduce rental levels by \$1 to \$2 per square foot and keep the existing space that has been rehabilitated within the price range of the market for this type of space.
- (5) The City will not lose any of its tax base because existing real estate taxes will not be affected.

In addition, tax exempt revenue bond financing may be used for new construction. However, present new construction costs of around \$80 per square foot in the downtown and the \$10 million dollar limit in capital expenditures by a developer in the City who uses this type of financing will combine to limit new construction to smaller buildings on infill sites in the Financial District CARD.

The five-year accelerated depreciation available to rehabilitation projects in the Custom House Historic District when combined with the tax exempt revenue bond program available through the CARD program will provide an excellent combination of development incentives for the rehabilitation of Class B and Class C type buildings in a significant portion of the Financial District CARD.

6.0 FINDINGS OF CONFORMANCE WITH OTHER LOCAL PLANS

The Financial District CARD Plan is in conformance with the 1965-1975 General Plan for the City of Boston, as published by the Boston Redevelopment Authority in 1965.

A portion of the Financial District CARD that includes property in the area of the Quincy Market, the Custom House, and the water side of Atlantic Avenue between India Street and Northern Avenue is included within the boundaries of the Waterfront Urban Renewal Project.

The Financial District CARD Plan is in conformance with the plan for the Waterfront-Faneuil Hall Urban Renewal Project, Mass. R-17 as approved by the City Council and HUD and dated April 15, 1964.

7.0 CITIZEN PARTICIPATION PROVISIONS

7.1 Citizen Participation in the Development of the Financial District CARD Plan

While there are a very few residents in the Financial District CARD (around 150 to 175 people), most live in small mixed commercial/residential buildings. Only one building in the CARD is entirely residential and, to date, there apparently is no organized formal or informal community group in the Financial District CARD.

However, a number of private and public architectural, historic preservation, and real estate groups have an active and ongoing interest in this CARD area. Their combined interest is focused on the size and nature of firms desiring to move into the CARD, the age, architectural characteristics, and historic significance of the buildings in the CARD, and the kind of development projects that this combination of factors can realistically produce.

Therefore, the City proposes to take advantage of this combination of professional expertise and financial interest to review and comment on the Financial District CARD Plan and the proposed development projects submitted to the Director of the BRA for CARD project certification.

Prior to the public hearing held by the Neighborhood Development Committee of the Boston City Council on December 18, 1979, to discuss the proposed Financial District CARD Plan, sufficient information to evaluate the proposed CARD Plan was provided to a number of professional organizations with a specific interest in the Financial District CARD. These organizations were then invited to participate in the public hearing. The organizations contacted included:

- o the Boston Landmarks Commission
- o the Greater Boston Real Estate Board
- o the Massachusetts Historical Commission
- o the Boston Preservation Alliance

7.2 Citizen Participation in the Implementation of the Financial District CARD Plan

In order to be eligible for any present or future development incentives that would not otherwise be available, except in a Commercial Area Revitalization District, any developer of a proposed project in the Financial District must secure certification from the Director of the Boston Redevelopment Authority that the proposed project is:

- (1) Located within the boundaries of the Financial District CARD, and
- (2) Meets the objectives of the Financial District CARD Plan.

Before granting the above certification, the BRA requires the submission of certain project-related information for review and approval. The nature and type of project-related information required is outlined in Section 8.0 of the Financial District CARD Plan.

As part of the review process, the Director of the BRA shall appoint a committee of real estate and historic preservation professionals as well as City officials to review and comment on all projects within the Financial District CARD seeking CARD related development incentives.

The BRA shall transmit to this review committee sufficient architectural information to describe the overall design, size, scope and nature of the proposed project. The review committee will then be allowed a maximum of 14 days to review and comment on the proposed project.

The comments and advice of the review committee will then be submitted to the Director of the BRA for review and consideration prior to the granting of CARD certification for the proposed project.

In addition, the BRA may, at its discretion, review the design, scope, and the nature of the proposed project with other concerned citizen and business groups.

The citizen participation provisions that are part of the CARD project approval process may also be extended beyond the BRA certification stage depending on the CARD development incentives sought by the developer of a given project.

Any tax-exempt revenue bond financing proposal for a project in the Financial District CARD must be approved by the Boston Industrial Financing Authority at a scheduled public meeting of IDFA.

The public purpose of such bond issues must also be approved by the Boston City Council. This approval process includes a public hearing before the Planning and Development Committee and a vote of full City Council at a regularly scheduled meeting that is open to the public.

Any application for mortgage insurance through the Massachusetts Industrial Finance Agency must be approved at a regularly scheduled public meeting of MIFA.

8.0 PROJECT CERTIFICATION AND SUBMISSION REQUIREMENTS

In order to be eligible for any present or future development incentives that would NOT otherwise be available except in the Financial District Commercial Area Revitalization District, any developer of a proposed project in the Financial District CARD must secure written certification from the Director of the Boston Redevelopment Authority that the proposed project:

- (1) is located within the boundaries of the approved Financial District CARD, and
- (2) that the proposed development project is in conformance with the objectives of the Financial District CARD Plan.

In order to ensure that a proposed development project in the Financial District CARD meets the above project certification criteria, the developer of the proposed project shall submit the following materials to the Director of the Boston Redevelopment Authority for design review and project certification:

- (1) Sufficient 8" x 10" glossy photographs of the project area to describe the existing conditions of the proposed project site including the interior and principal facades of any building(s) to be rehabilitated.
- (2) Site plans showing the project area and the approximate location of structures and facilities to be constructed.
- (3) Drawings showing the buildings and other improvements to be constructed in a form adequate to show the nature and extent of the project, including elevations, floor plans, and elevations of the surrounding area.
- (4) Outline specifications showing generally the character and quality of the construction to be employed.
- (5) A statement of all permissions which will be required for the project to deviate from zoning, building, health and fire laws, codes, ordinances and regulations in effect in Boston.
 - (a) A statement of the deviations required from the State Building Code to include the anticipated date said deviations will be approved.
 - (b) If deviations are required from the Boston Zoning Code, the request shall have a comparison of what the Code requires and what the project will provide.
- (6) A description of which improvements to be constructed as part of the proposed project will be financed by the owner or developer of the project and any improvements to be constructed that will be financed by proposed tenants as leasehold improvements.

(7) A pro forma financial statement showing:

- (a) the developers ability to carry out the proposed project, and
- (b) the financial impact and/or necessity for using CARD related development incentives to carry out the proposed project.

9.0 DESCRIPTION OF THE IMPLEMENTING AGENCY

The implementing agency for the Financial District CARD is the Boston Redevelopment Authority.

The BRA has been both the planning and urban renewal agency for the City of Boston since 1960.

The BRA was established in August, 1957, at the request of the Mayor and City Council and carried out urban renewal programs in accordance with Chapter 121B of the Massachusetts General Laws. It received its certificate of organization from the Secretary of the Commonwealth on October 4, 1957.

The planning function was assumed in 1960 when the City Planning Board was abolished and its staff transferred to the BRA.

The BRA is also the designated City agency responsible for the review and approval of all 121A applications within the City of Boston. Chapter 652 of the Acts of 1960 gives the BRA the power to approve applications for the formation of non-profit, limited dividend or cooperative entities under Chapter 121A, Section 13, of the Massachusetts General Laws for the purpose of redevelopment within the City.

In addition, the Authority reviews and makes recommendations on all cases before the Boston Zoning Board of Appeal and must review and approve all development plans for a Planned Development Area under the Boston Zoning Code.

In order to carry out these various functions, the Authority maintains a permanent staff in several departments and disciplines that are directly related to the review and implementation of the Financial District CARD.

These departments and disciplines include urban design, landscape, architecture, comprehensive planning, neighborhood planning, environmental review, preservation planning, legal, engineering, real estate and research.

NOTICE OF PUBLIC HEARING

DOCKET # 1518

The Neighborhood Development Committee of the Boston City Council will hold a public hearing on Tuesday, December 18, 1979, at 9:30 AM, in the Council Chambers to discuss the creation of a Financial District Commercial Area Revitalization District (CARD).

The proposed Financial District CARD encompasses that portion of the Financial District bounded by Chatham Street; Commercial Street from Chatham Street to State Street; State Street from Chatham Street to the Fitzgerald Expressway; the Fitzgerald Expressway from State Street to the northern property line of Rows Wharf; Rows Wharf from the Fitzgerald Expressway to the seawall and bulkhead line of the northerly side of the Fort Point Channel; the Fort Point Channel from Rows Wharf to Congress Street; Congress Street from the northerly sideline of the Fort Point Channel to High Street; High Street from Congress Street to Oliver Street; Oliver Street from High Street to Kilby Street; Kilby Street from Oliver Street to State Street and extended to Chatham Street and the point of beginning.

A plan for the CARD's development will be presented at the hearing.

Section 12 of Chapter 40D of the General Laws as amended (by Sections 1 and 10 of St. 1978 Chapter 495) authorizes the use of tax-exempt industrial revenue bond financing for "commercial enterprises" provided that any such enterprise is located in a district for which a Commercial Area Revitalization has been approved both by the City and by the Secretary of Communities and Development. A similar amendment to Chapter 23B makes approval of such a plan by the Secretary a pre-condition for the use of Urban Job Incentive Program Tax credits by commercial facilities. In the future, the State legislature may tie the availability of other incentives to CARD plan approvals.

PUBLISHER'S CERTIFICATE

Commonwealth of Massachusetts }
County of Suffolk } ss.

On this 14th day of December A. D. 19 79
personally appeared before the undersigned, a Notary Public, within
and for the said county, Betty Walker

of the Boston Herald American a newspaper published by
The Hearst Corporation, in Boston, County of Suffolk, in the Common-
wealth of Massachusetts, and who being duly sworn, states on oath that the
Boston Redevelopment Authority Financial Dist. Card Plan
advertisement

was published in said newspaper in its issues of

Dec. 8, A. D. 19 79

Betty Walker

Subscribed and sworn to before me, this 14th

day of December A. D. 19 79

Wm. M. F. [Signature]

Notary Public

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line of Rowes Wharf; Rowes
Wharf from the Fitzgerald Ex-
pressway to the seawall and
bulkhead line of the northerly
side of the Fort Point Channel;
the Fort Point Channel from
Rowes Wharf to Congress
Street; Congress Street from the
northerly sideline of the Fort
Point Channel to High Street;
High Street from Congress
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CITY OF BOSTON
IN CITY COUNCIL

WHEREAS, in accordance with Chapter 40D and 23D, Massachusetts General Laws, The Commonwealth of Massachusetts acting by and through the Secretary of Communities and Development may approve Commercial Area Revitalization Districts Plans (herein referred to as CARD Plans); and

WHEREAS, such approval is a precondition for the use of various state financial incentives for commercial development that would be in the public interest of the citizens of Boston; and

WHEREAS, the redevelopment of the Financial District/Retail Core CARD, the boundaries of which are described on Page 2, would forward the community development objectives of the City of Boston and would result in physical redevelopment of said District and the creation of employment opportunities of a character consistent with that contemplated by the above-cited statutes;

NOW, THEREFORE, BE IT ORDERED BY THE BOSTON CITY COUNCIL:

1. That the Financial District/Retail Core (herein referred to as the CARD) Commercial Area Revitalization District described above is a predominantly commercial geographic area; and

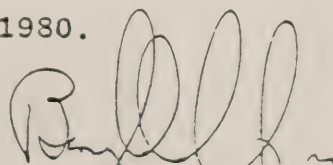
2. That implementation of the proposed CARD Plan will serve to avert and reverse the decay of the area covered by the Plan and will help deter the movement of commercial enterprises into previously non-commercial areas; and

3. That the Financial District/Retail Core CARD Plan is hereby approved and that said Plan shall be submitted to the Secretary of Communities and Development for approval.

In City Council December 19, 1979. Passed.

Approved by the Mayor January 3, 1980.

Attest:


City Clerk

Boston

Secretary Byron Matthews
Executive Office of Communities
and Development
Saltonstall Building
100 Cambridge Street
Boston, MA 02201

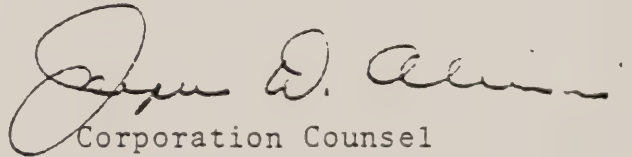
Dear Secretary Matthews:

I am an Attorney qualified to practice law in the Commonwealth of Massachusetts and as the Corporation Counsel of the City of Boston, I am the Attorney for the City of Boston.

I have reviewed the document entitled "Application for Designation of the Financial District CARD", certain notices of a public hearing held by the Boston City Council, and a Resolution passed by the City Council and approved by the Mayor.

I find that the above CARD Plan and the approval of the Mayor and City Council as the local governing body of the City of Boston are in accordance with law.

Yours very truly,


Corporation Counsel



Kevin H. White, Mayor LAW DEPARTMENT Boston City Hall City Hall Plaza 02201

